growth rate of domestic and tourist air traffic of Indian Airlines during 1985-86 to 1087-88 and that projected during 1988-89 and 1990-91 is as follows:—

Year	Growth rate(%)
1985-86	9.9
1986-87	9.5
1987-88	7.8
1988-89	7.7
1990-91	10.1

(b) Indian Airlines has placed an order for 19 Airbus A-320 aircraft for delivery during 1989-90 at a project cost of Rs. 1238.37 crores. Indian Airlines has also placed a letter of intent for purchase of 12 more A-320 aircraft for delivery during 1990-91. This has not been converted into a firm order as yet.

Aircraft Type	No. of aircraft	Aircraft normally scheduled for operation		No. of aircraft under regular maintenance
Airbus	11	9	2+1	2 for regular maintenance and one for two days a week.
Boeing 737	26 6	24 4	2+1 5	Two for regular maintenance and one for two days a week.
F-27 (Fokker friendship)	4*	1	1	
TOTAL :	47	38	7+2	aircraft two days a week

•Two aircraft are on lease to coastguard.

All aircraft in Indian Airlines fleet are at present airworthy and do not need to be replaced. The aircraft are phased out from time to time, when they have become unserviceable.

(d) Taking into consideration the requirements of all sectors of the economy, the Planning Commission has placed certain, ceilings on the growth Of air traffic. Indian Airlines plans to induct aircraft to cater to the traffic growth upto the celings laid down by the Planning Commission.

***Bird* hit accidents to the flying aircraft**

2313. SHRI KRISHNA KUMAR BIRLA Will the Minister of CTVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that since the beginning of 1988, the incidents of bird hits at various airports in the country have been on the increase;

(b) if so, what is the number of Indian Airlines planes damaged due to bird hits since the beginning of the year, till date, and what is the expenditure incurred so far or the re pair of the damaged aircraft;

(te) what is the progressive percentage of increase in the bird hit cases at the airports and which of the airports in the country are more prone to such incidents; and

(d) what measures have been taken by Government so far, to check such incidents and what results have been achieved?

THE MINTSTER OF STATE OF THE MINISTRY OF CIVIL AVIA-TION AND TOURISM (SHRI SHIVRAJ PATIL): (a) The number of T»rd hit incidents from 1983 till October, 1988 is indicated below:

1983	1984	1985	1986	1987	1988 upto Oct.
191	183	184	189	1TT~140	

It indicates a generally decreasing trend of bird hit incidents.

(b) 36 aircrafts of Indian Airlines were damaged due to bird strike during the period 1.1.88 to 31.10.88 and an expenditure of Rs. 159.01 lakhs was incurred in the repair of aircraft involved from January to September, 1988.

(c) Delhi, Bombay, Hyderabad, Calcutta,, Trivandrum, Patna; Bangalore and Jaiurare more prone to bird strike incidents.

(d) Various steps arebeing taken to eradicate bird menace to aircraft at the airports such as cutting of grass around the runway strips, spraying of insecticides, use of incinerators for burning garbage, shooting/ scaring of birds at airports, prevention of garbage dumping within and around the airports. Clearance of Murnsi arourad airportg and maintenance of to prevent clandestine slaughtering of animals, deskinning of dead animals in the openand removal of unauthorised meat and fish shops in the open within a radious of 10 Kms. around the airportg is also being done. Due to these measures, bird strikes have been contained.

Insignificant growth of tourism in the country

2314. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that considering the size and rich tourist resources the country lags behind much smaller countries like Sri Lanka, Malaysia, Singapore, etc. in tourism;

(b) whether Government have made anyindepth study in this regard;

(c) if so, what are the main causes identified for the insignificant growth in tourism as compared to the achiev-ments made by smaller countries; and

(d) what steps are being counteraplated by Government to remove the deficiencies, if any, in the programmes to promote tourism in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) The tourism potential of India is very high in view of its rich tourism resources. The duration of stay of tourists in India is, therefore, very long as compared to most of the neighbouring countries. The comparative estimates of tourist arrivals, average duration of stay and tourist nights spent bv foreign tourists in India and neighbouring countries are as given below.

Country	Tourist Arrivals 1986 (in thousands	Average duration ofstay(d'ws)	Total tonrist nishts spent (00)
India	1,451	29.4	32,076*
Sri Lanka	230	10.9	2,507
Malaysia	3,027	4.5	13.622
Singapore	2.902	3.5	10.157

•Excludes tourist nights spent by Pakistan and Bangladesh nationals.